

Could your 1963-1980 Avanti quit moving in the middle of a busy intersection, or when you are passing another vehicle ?

I have been asked to write an article about the safety, or lack of, on the 41-58 year old rod and end of the accelerator linkage rod that was installed from 1963-1980

My customer was driving his frame off, totally restored 1963 Avanti. He had just installed an N.O.S. Rag Joint at the end of the steering column that he had purchased from me, which was replacing a rebuilt rag joint that was installed when the restoration was complete.

The car was always a little uncomfortable to drive when it came to the steering. It always had that little bit of play in the steering wheel. "I took your advice and changed the rag joint to the N.O.S one. I couldn't believe the difference it made. It was like day to night. The Avanti handled like a dream, no more play. Please write more articles.

Now totally relaxed, cruising along, in my Avanti, something else happened that was heart stopping. I was pulling out in semi-heavy traffic, on a very busy road. As I accelerated fairly quickly, getting ready to make the turn, the unthinkable happened. All of a sudden I had no accelerator response! I mean NOTHING! I am in the middle of this intersection, with cars coming at me from both directions and I can't move only watch both cars heading towards me. Luckily, both cars got stopped just in time. As I thought I was dead or the car would be totaled. To say both drivers were a little ticked off, would be a correct assumption. Thank God nobody got hurt and the only damage was to my ego!

Lucky for me, they were both car guys and helped me push the Avanti to the side of the road. The Avanti was still running, but wouldn't accelerate. Upon closer inspection, we—the 3 of us—noticed the accelerator linkage had come loose

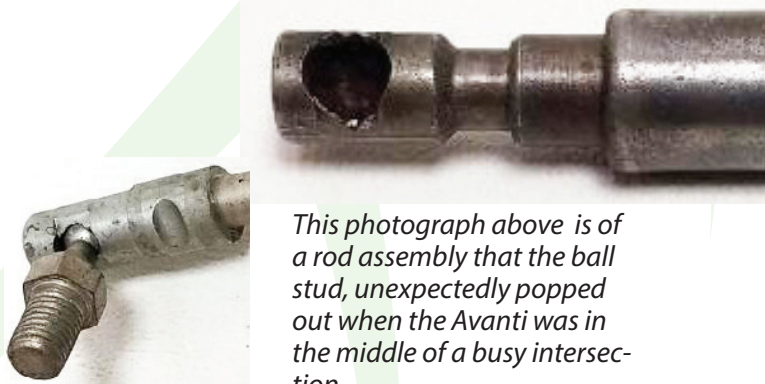
By Dan Booth
Nostalgic Motor Cars

Dan Booth has over 45 years of exclusive, hands on Avanti sales, service, collision and parts, not Studebaker cars or trucks, just 1963-1985 Avantis.

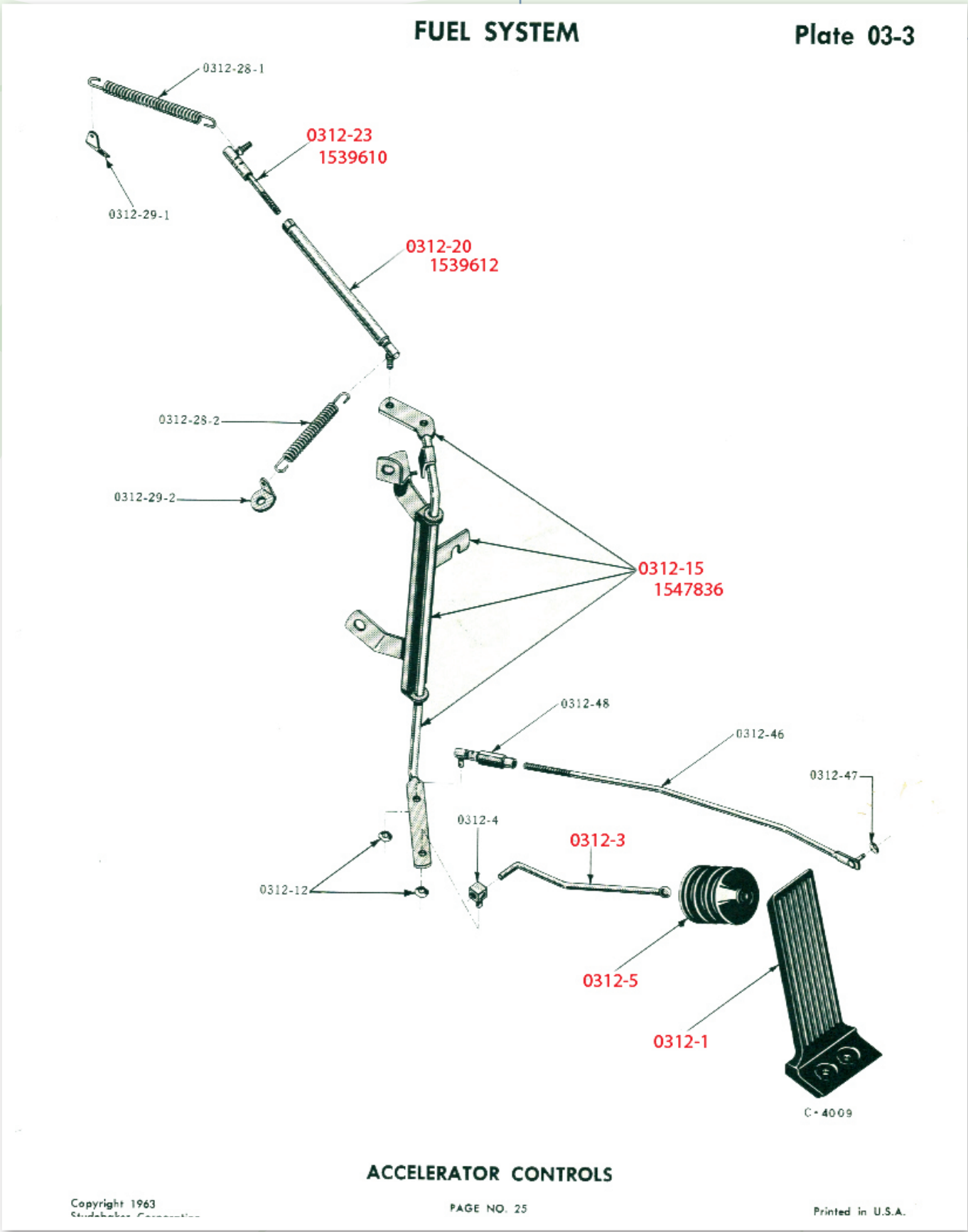
from the bellcrank. We snapped it back on the ball stud, but it fell off again. There was no safe way to hold it in place, so I paid almost \$200 for the flat bed wrecker to take me and my car home.

When I explained what happened, you mentioned that it happens a lot more than most people think, that the crimping that holds the ball in it's socket, just wears to the point that it pops out at just the wrong time. It's a total life saver to know you have all these N.O.S. parts on your shelves and the knowledge that comes free with the purchase of your parts.

I thought the \$115.00 was a very reasonable price for a very rare N.O.S. part that I had to have. Your articles are the best ever, as you give the history of the parts, what years they fit, the pictures and how to install. You also told me that the *Avanti Magazine* was not paying you for them, which they should, because they are the best articles to ever appear in the *Avanti Magazine*. You also told me that you were writing them to just share your knowledge. Please keep them coming, they are fantastic, very informative and problem solving. It would be a very grim Avanti world with out your mind boggling knowledge and parts. Thanks again for all you do for the Avantis !!



This photograph above is of a rod assembly that the ball stud, unexpectedly popped out when the Avanti was in the middle of a busy intersection.



Avanti Repair

This article also shows all the different parts that were installed in all 1963-1985 Avantis accelerator linkages. It also points out where those parts may have friction ware to cause the engine idle not to return to the pre set setting



1539610/612 N.O.S. Rod Assembly

It will simply pop out. I know of no way to repair them. But after being on the Avanti for 41-58 years, I think it may have served it's purpose and for safety sake, replace it while they are still available. This Rod assembly #1539610/612 was installed on all 1963-1964 R-1, R-2, R-3 with the exception of the small end for the R-3 #1560692 was a different style. This rod assembly was also installed on all 1965-1980 Avantis. Again with the exception of the small end 1539610 Like the R-3. on some years (early 1970's) the small end was longer and/or had some bends in it.

Each end of the rod assembly has a small ball stud that has 1/4-28 threads and a nut to bolt it to the carburetor & the bell crank assembly The ball end simply goes into a drilled hole, in each rod and is then crimped over on two sides. Those two crimped sides are the only means of keeping the ball stud in place. As the ball studs and holes wears, so does the crimped steel.



This photograph is of a New Original Stock rod assembly 1539610/1539612 I also cut one open, so you can see the spring that's inside.



Crimped Sides

Avanti Repair



This photograph is of a rod assembly that the ball stud, unexpectedly popped out when the Avanti was in the middle of a busy intersection.



1547836
Blue Arrows show wear points

Most of the time these bell crank throttle controls will have a lot of play in the 2 formed pivot points. (one on the top and one on the bottom) where the main shaft pass through the main bracket. There should be no more than about .005 play side to side. A normal sheet of paper is about .003 -.005 thick If the two pivot points have wear, when you press the accelerator instead of moving the throttle, that shaft will first move sideways in the pivot holes before the responds to the carburetor. Then when you return to idle, it will not respond correctly and makes the car idle higher than normal until you hit the accelerator fast and hard to force it return properly. Some owners or mechanics just install a much heavier return spring and think that fix is it. All that does is kill your angle from too much resistance and the wear factor only increases. The very rare N.O.S bell crank throttle control # 1547836 is \$195.00 while supplies last.



1547836 Very Rare N.O.S. Accelerator Bell Crank

The next very rare part is a N.O.S. Bellcrank throttle control Illustration # 0312-15 Part # 1547836 The bell crank was installed on all 1963-1964 Studebaker Avantis This part 1547836 is N.O.S. but doesn't have the 2 mounting bracket. You will have to transfer your old brackets or you can send me your old bell crank and I will transfer your old bracket to the N.O.S bell crank for time and material



1700009 N.O.S. Accelerator Bell Crank

The second style bellcrank throttle control is 1700009 this was installed on all 1965-1974 Avantis. This bell crank 1547836 was used on the 1963-64 Studebaker Avantis but with different welded mounting bracket to fit the Chevy engine and a lever welded to the top to activate the trans kick down switch. This bell crank 1700009 has exactly the same wear points as the 1963-64 Bell crank and should only have about .005-inch clearance, side to side play. So you might want to reread the description, from 1547836 in the previous paragraph. This is a very rare N.O.S. bellcrank throttle control #1700009 and is \$195 at the time of this article, and while supplies last.



1701096

1701096 Bellcrank 1975-1980 the third style bell crank throttle control is 1701096 This was installed on 1975-1980 Avantis. This can have wear again at the pivot pints, where the shaft goes through those pivots. A new one will have about .010 play, side to side. This very rare N.O.S. Bellcrank throttle control # 1701096 is \$175.



1700388

1700388 Accelerator solenoid kick down switch This N.O.S accelerator solenoid kick down switch 1700388 was installed from 1970-1980. For 1970 through 1974 this switch was installed in the top D shaped hole in the top of the 1700009 bellcrank. For 1975-1980 this switch was installed in 2 separate brackets Part #1701092 and 1701093 which were bolted together. Then they were bolted to the intake manifold with the back left bolt. The switch was now facing straight up through the D shaped hole. the N.O.S. switch 1700388 is \$50.



1701093/092

Kick down switch brackets 1975-1980 These N.O.S. kick down switch bracket are 1701092 is \$20.00 1701093 is \$20.



1701667

1701667 bell crank 1981-1985 The 4th style bell crank throttle control is 1701667. This was installed from 1981-1985. This can have wear again at the pivot points, where the shaft goes through those pivots. A new one will have about .010-inch play, side to side. This very rare Part# 1701667 N.O.S. bell crank throttle control, at the time of this article is \$175.



For the last style starting in 1981 Avanti Motor switched over to a cable system, as they were running out of stock of 1539610/612 accelerator rod assembly. From 1981-1985 they used 3 different cable assemblies. I will need your VIN and the length of your old cable, to determine which will be correct, for your Avanti. I do have all 3 cable assemblies in stock.



The next possible problem is the accelerator push rod sleeve Illustration #0312-5 part number 513536x1 These N.O.S sleeves are \$6.50 This is very simple as the hole in the sleeve wears larger and/or the push rod illustration #0312-5 part # 1556160 has built up crud on it where it goes through the rubber sleeve. Just simply clean off the crud and put a little grease on the rod. And replace your rubber sleeve with a N.O.S one.



1701340

The accelerator pedal Illustration #0312-1 part #1560745 also plays a big part of your throttle returning to the preset idle. The hinge that is built in the pedal assembly is covered in rubber. If this rubber is not the correct thickness and/or the durometer of that rubber is not to the blue print specifications. It will not return correctly a N.O.S Accelerator pedal Illustration #0312-1 part #1560745 is \$65. Just because your original accelerator pedal still looks ok, and works, doesn't mean it's working properly What happens, over time, is the old rubber breaks down and may start cracking from the steel hinge assembly inside that rubber, that is rusted, seized or just worn out.



513536-1

Avanti Motors was aware of accelerator pedals Part#1560745 breaking down where the aged rubber is covering the rusting hinge. They designed a bracket (Left column at bottom) that raised the accelerator pedal, up off the floor. the original accelerator pedal was just bolted to the floor from 1963-1976 with nuts and bolts. The new bracket 1701340 was riveted to the fiberglass floor. Then the accelerator pedal was nutted on to the 2 welded studs. This bracket raised the pedal slightly and gave the pedal little more angle to help return the throttle to idle

It also helped the water that drops off your heel of your shoe and dirt from destroying you rubber covered hinge, by raising the hinged part up just enough so it was not underneath the carpet.

This very clever improvement does have a down side. After 36-45 years, they can be rusted out. This very rare N.O.S. bracket kit Part# 1701340 is \$35. It was installed in all 1977-1985 Avantis, but will fit and improve all 1963-1985 Avantis.